TABLE 2.1: CRASHES BY COUNTY AND TYPE, 2006
NUMBER AND RATE PER 1000 POPULATION

	CRASH TYPE								
	FATAL		INJURY		PROPERTY		TOTAL		POPULATION
COUNTY	N	RATE	N	RATE	N	RATE	N	RATE	
Addison	8	0.22	138	3.72	397	10.71	543	14.65	37,057
Bennington	5	0.14	197	5.33	561	15.19	763	20.66	36,929
Caledonia	5	0.16	151	4.90	442	14.33	598	19.39	30,842
Chittenden	9	0.06	676	4.50	4,364	29.08	5,049	33.64	150,069
Essex	0	0.00	22	3.35	63	9.59	85	12.94	6,567
Franklin	10	0.21	226	4.69	543	11.27	779	16.17	48,187
Grand Isle	0	0.00	27	3.48	48	6.19	75	9.68	7,751
Lamoille	7	0.28	128	5.20	484	19.68	619	25.17	24,592
Orange	4	0.14	131	4.45	346	11.75	481	16.34	29,440
Orleans	3	0.11	121	4.37	330	11.91	454	16.38	27,718
Rutland	1	0.02	335	5.26	1,241	19.50	1,577	24.78	63,641
Washington	8	0.13	253	4.25	995	16.70	1,256	21.09	59,564
Windham	10	0.23	284	6.47	667	15.19	961	21.89	43,898
Windsor	7	0.12	359	6.23	943	16.36	1,309	22.70	57,653
STATE TOTAL	77	0.12	3,048	4.89	11,424	18.31	14,549	23.32	623,908

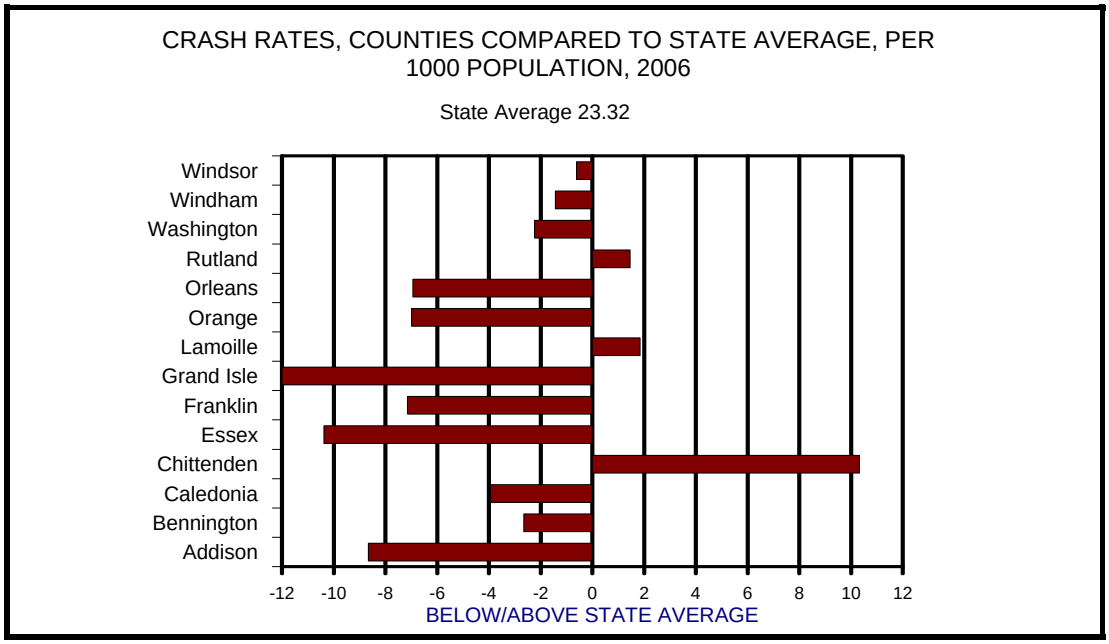


TABLE 2.2: CRASHES BY COUNTY AND TYPE, 2006
NUMBER AND RATE PER VEHICLE MILES TRAVELED

COUNTY	CRASH TYPE FATAL N	FATAL RATE	INJURY N	INJURY RATE	PROPERTY N	PROPERTY RATE	TOTAL N	TOTAL RATE*	MILLION VEHICLE MILES
Addison	8	1.8	138	30.6	397	88.0	543	120.4	451
Bennington	5	1.2	197	45.7	561	130.1	763	176.9	431
Caledonia	5	1.2	151	36.8	442	107.8	598	145.8	410
Chittenden	9	0.6	676	45.6	4,364	294.3	5,049	340.5	1,483
Essex	0	0.0	22	29.3	63	83.9	85	113.2	75
Franklin	10	1.9	226	44.0	543	105.7	779	151.7	514
Grand Isle	0	0.0	27	28.6	48	50.9	75	79.5	94
Lamoille	7	2.4	128	44.6	484	168.8	619	215.9	287
Orange	4	0.9	131	28.7	346	75.7	481	105.3	457
Orleans	3	1.0	121	38.6	330	105.3	454	144.9	313
Rutland	1	0.1	335	46.9	1,241	173.8	1,577	220.8	714
Washington	8	1.1	253	35.3	995	138.7	1,256	175.1	717
Windham	10	1.4	284	40.7	667	95.5	961	137.6	698
Windsor	7	0.7	359	34.4	943	90.3	1,309	125.4	1,044
STATE TOTAL	77	1.0	3,048	39.6	11,424	148.6	14,549	189.2	7,690

* per 100 Million VMT

The highest crash rates per vehicle miles traveled in 2006 were found in Chittenden (340.5) and Rutland (220.8) counties while the lowest rates were found in Grand Isle (79.5) and Orange counties (105.3). For fatal crash rates, the highest rate was found in Lamoille (2.4) followed by Franklin (1.9) and Addison (1.8) counties.

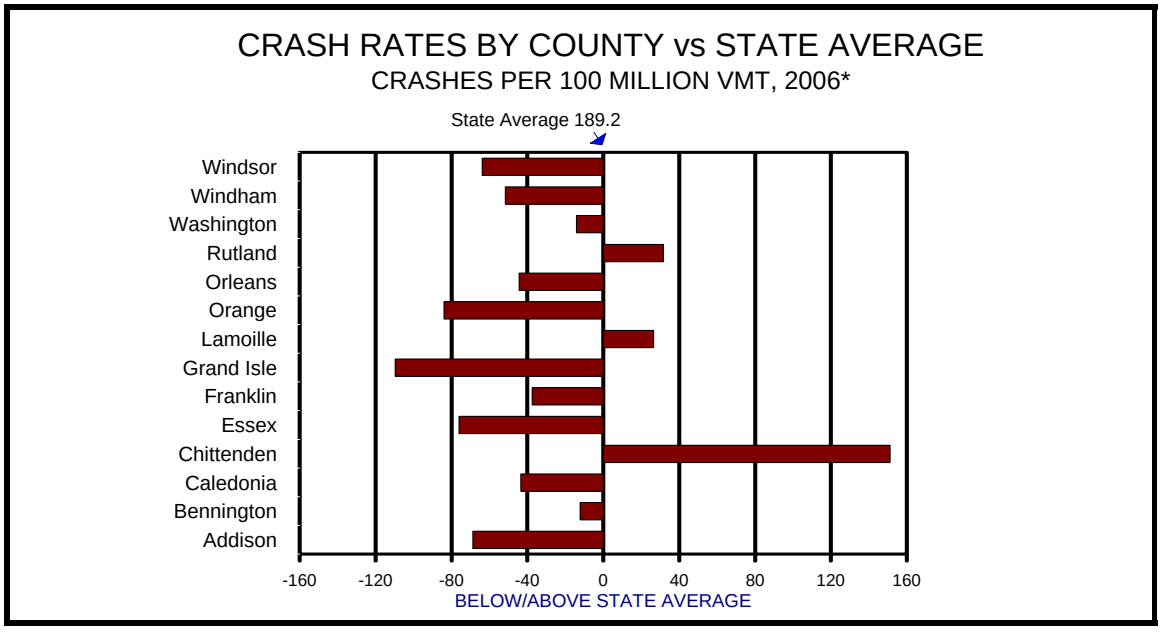


TABLE 2.3: CRASH TYPE BY RURAL VS. URBAN LOCATION, 2006

	LOCATION					
	RURAL		URBAN		TOTAL	
CRASH TYPE	Number	Percent	Number	Percent	Number	Percent
FATAL	63	81.8%	14	18.2%	77	100%
INJURY	1,862	61.1%	1,186	38.9%	3,048	100%
PROPERTY	4,633	40.6%	6,791	59.4%	11,424	100%
TOTAL	6,558	45.1%	7,991	54.9%	14,549	100%

In 2006, about 82% of fatal Vermont crashes occurred in rural areas, while only 18% occurred in urban areas. Injury crashes were also higher in rural areas (61%) than in urban regions (39%) with similar proportions to that found in 2005. Crashes in rural areas were still somewhat more likely to involve an injury or fatality (30%) than were those which occurred in urban areas (18%).

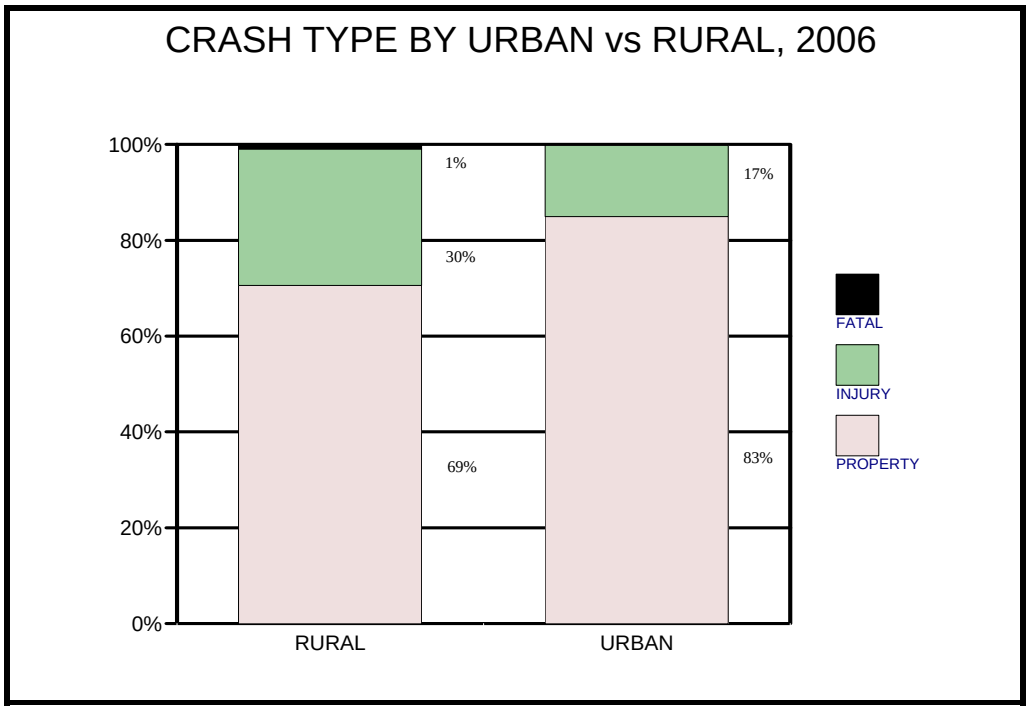


TABLE 2.4: ROAD CHARACTERISTICS OF RURAL VS. URBAN CRASH LOCATION, 2006

	LOCATION					
	RURAL		URBAN		TOTAL	
ROAD CHARACTERISTIC	Number	Percent	Number	Percent	Number	Percent
Intersection with Another Road	1,188	18.1%	2,512	31.4%	3,700	25.4%
Five-point, or more	4	0.1%	21	0.3%	25	0.2%
Railroad Crossing	7	0.1%	17	0.2%	24	0.2%
Driveway	255	3.9%	372	4.7%	627	4.3%
Ramp Off	62	0.9%	123	1.5%	185	1.3%
Ramp On	28	0.4%	63	0.8%	91	0.6%
Open Road	4,201	64.1%	2,758	34.5%	6,959	47.8%
Traffic Circle/Roundabout	3	0.0%	72	0.9%	75	0.5%
Parking Lot	517	7.9%	1,703	21.3%	2,220	15.3%
Other	246	3.8%	252	3.2%	498	3.4%
Unknown/Not Reported	47	0.7%	98	1.2%	145	1.0%
TOTAL	6,558	100%	7,991	100%	14,549	100%

Most crashes whether urban or rural occur at an intersection with another road, at a driveway, in a parking lot or on an open road. A higher percent occur on open roads in rural areas (64.1%) compared to urban areas (34.5%) as would be expected. A large percent of crashes in urban regions also happen at intersections (31.4%) and in parking lots (21.3%). About 4% of crashes occur at a driveway.

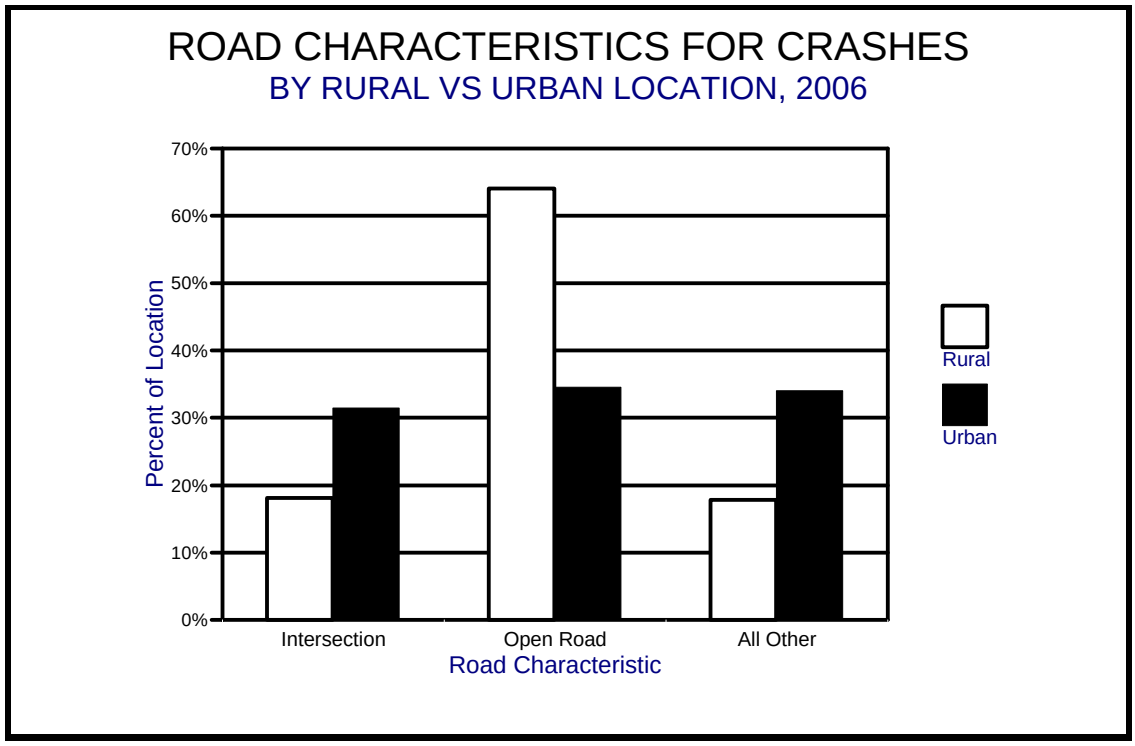


TABLE 2.5: HIGHWAY CLASS BY CRASH TYPE, 2006

	CRASH TYPE							
	FATAL		INJURY		PROPERTY		TOTAL	
HIGHWAY CLASS	NUMBER	%	NUMBER	%	NUMBER	%	NUMBER	%
Interstate	13	16.9%	290	9.5%	803	7.0%	1,106	7.6%
State	41	53.2%	1,599	52.5%	4,653	40.7%	6,293	43.3%
Town	9	11.7%	556	18.2%	2,496	21.8%	3,061	21.0%
City/Village	14	18.2%	523	17.2%	1,196	10.5%	1,733	11.9%
Other	0	0.0%	80	2.6%	2,276	19.9%	2,356	16.2%
TOTAL	77	100%	3,048	100%	11,424	100%	14,549	100%

In 2006 crashes were 8 times more likely to occur on state and town roads than on interstate highways. However, fatal crashes were somewhat more likely to occur on state and city roads rather than on interstate highways.

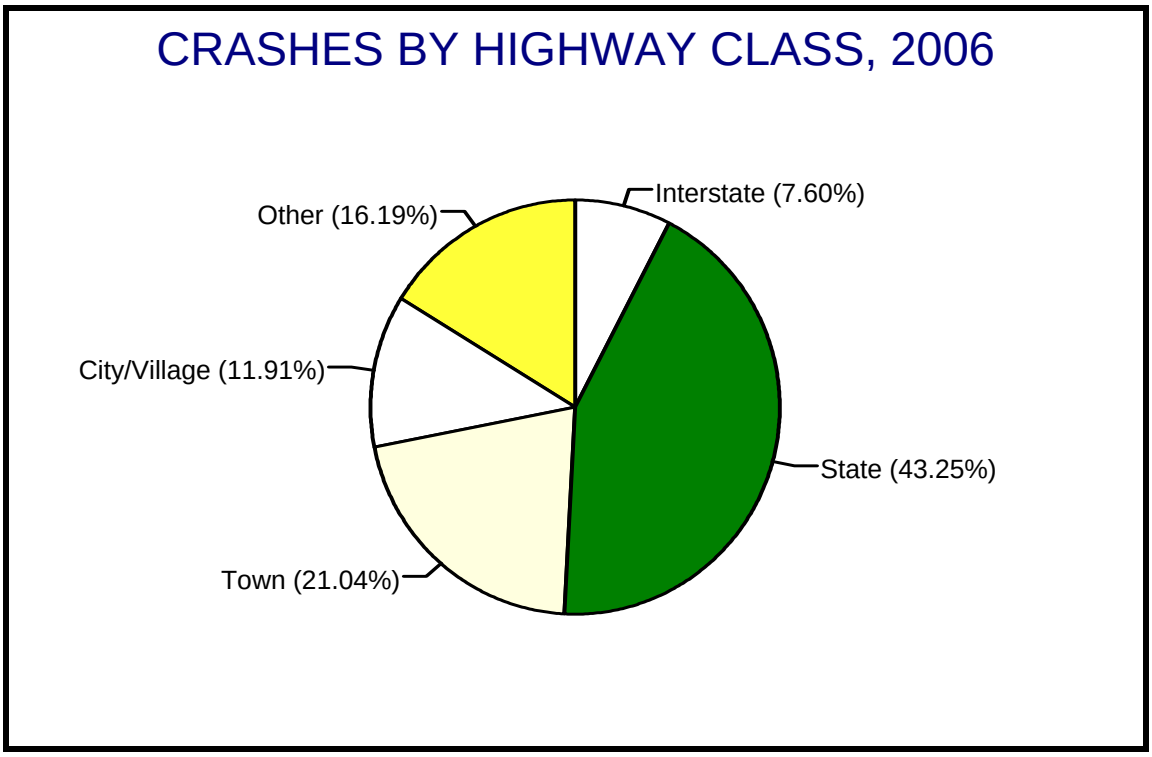


TABLE 2.6 POSTED SPEED BY CRASH TYPE, 2006

	CRASH TYPE							
	FATAL		INJURY		PROPERTY		TOTAL	
POSTED SPEED	NUMBER	%	NUMBER	%	NUMBER	%	NUMBER	%
10	0	0.0%	1	0.0%	13	0.2%	14	0.1%
15	0	0.0%	5	0.2%	50	0.6%	55	0.6%
20	0	0.0%	2	0.1%	9	0.1%	11	0.1%
25	0	0.0%	317	11.9%	1,475	18.9%	1,792	18.2%
30	2	3.0%	286	10.7%	1,222	15.7%	1,510	15.3%
35	11	16.7%	609	22.8%	1,875	24.1%	2,495	25.3%
40	6	9.1%	343	12.8%	710	9.1%	1,059	10.7%
45	1	1.5%	28	1.0%	104	1.3%	133	1.3%
50	33	50.0%	765	28.6%	1,488	19.1%	2,286	23.2%
55	0	0.0%	59	2.2%	169	2.2%	228	2.3%
65	13	19.7%	259	9.7%	1	0.0%	273	2.8%
					669			
TOTAL	66	100.0%	2,674	100.0%	7,785	100.0%	9,856	100.0%

*Note: Cases with missing data are excluded from this table.

Around 70% of all fatal crashes occurred in the higher posted speed ranges of 50-65 m.p.h. while the majority of injury and property crashes were likely to occur at lower speeds of 25-40 m.p.h.

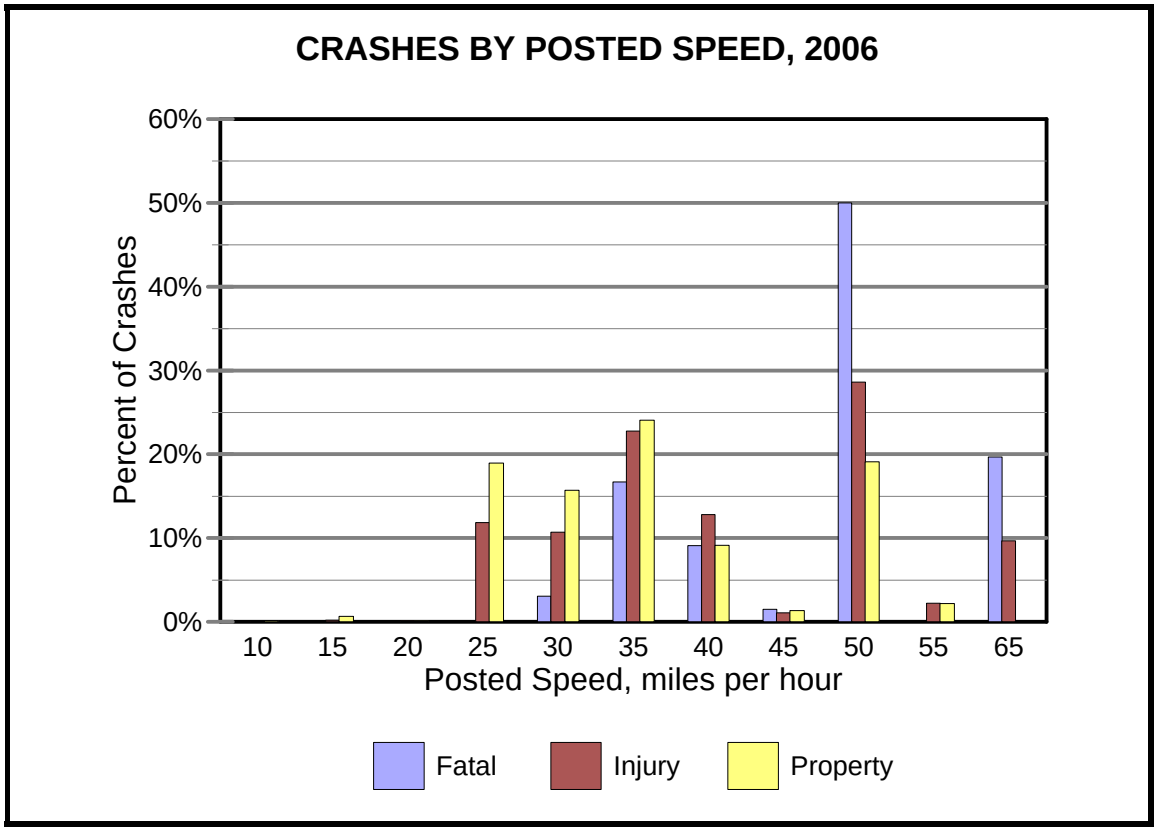


TABLE 2.7: OPERATOR CONTRIBUTING CIRCUMSTANCES IN CONSTRUCTION ZONE CRASHES, 2006

CONTRIBUTING CIRCUMSTANCES	2006 N	%
Failure to yield row	6	7.7%
Disregarded traffic signs, signals, road markings	1	1.3%
Excessive speed	0	0.0%
Driving too fast for conditions	7	9.0%
Improper turn	3	3.8%
Wrong side or wrong way	1	1.3%
Followed too closely	15	19.2%
Failure to keep in proper lane	3	3.8%
Operating vehicle in careless or reckless manner	1	1.3%
Swerving or avoiding	3	3.8%
Under the influence of medication/drugs/alcohol	2	2.6%
Visibility obstructed	7	9.0%
Inattention	15	19.2%
Distracted	0	0.0%
Fatigued, asleep	1	1.3%
Operating defective equipment	0	0.0%
Distraction caused by technology	0	0.0%
Other improper action	5	6.4%
Unknown	8	10.3%
TOTAL	78	100.0%

Note: Cumulative data are not presented as a result of changes in crash cause codes.
Cases with missing cause are excluded.

FIGURE 2.1: CONSTRUCTION ZONE CRASHES 2002 - 2006

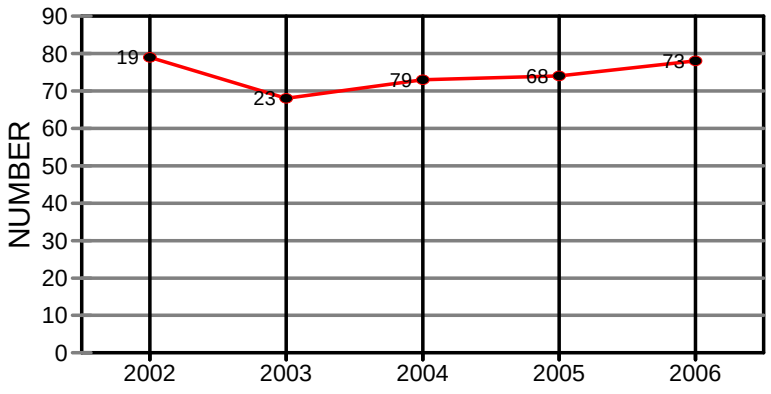


TABLE 2.8: CONSTRUCTION ZONE CRASHES BY TIME OF DAY, 2002-2006

TIME OF DAY	2006 N	CUMULATIVE 2000-2005 N	%
Early Morn (2-6 am)	1	12	3.6%
Morning (6-10 am)	17	64	19.3%
Midday (10-2 pm)	28	115	34.7%
Afternoon (2-6 pm)	25	90	27.2%
Evening (6-10 pm)	2	34	10.3%
Night (10 pm - 2 am)	2	16	4.8%
TOTAL	75	331	100.0%

Note: Cases with missing data are excluded from this table.

TABLE 2.9: CONSTRUCTION ZONE CRASHES BY DAY OF WEEK, 2002-2006

DAY OF WEEK	2005 N	CUMULATIVE 2000- 2005 N	%
Sunday	4	21	6.2%
Monday	9	56	16.6%
Tuesday	14	52	15.4%
Wednesday	8	68	20.2%
Thursday	19	52	15.4%
Friday	19	71	21.1%
Saturday	2	17	5.0%
TOTAL	75	337	100.0%
Weekend (6pm Fri-6am Mon)	6	52	15.4%
Weekday	69	285	84.6%

Note: Cases with missing data are excluded from this table.

FIGURE 2.2: CONSTRUCTION ZONE CRASHES
BY DAY OF WEEK AND TIME OF DAY, 2002 - 2006

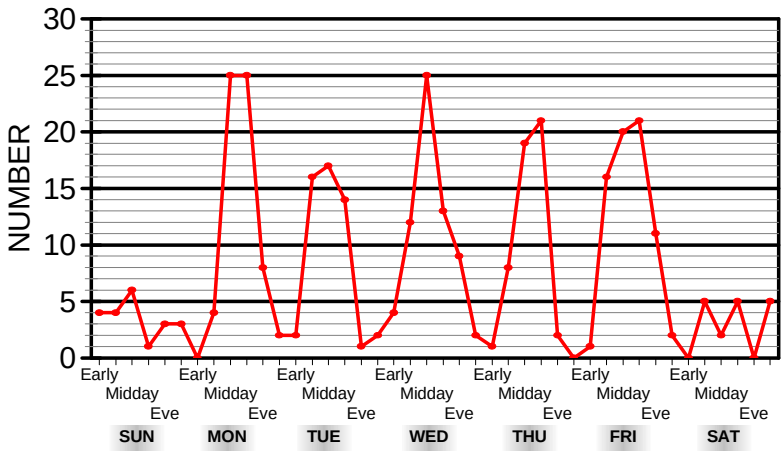


TABLE 2.10: HOLIDAY CRASHES BY TYPE AND RATE, 2006

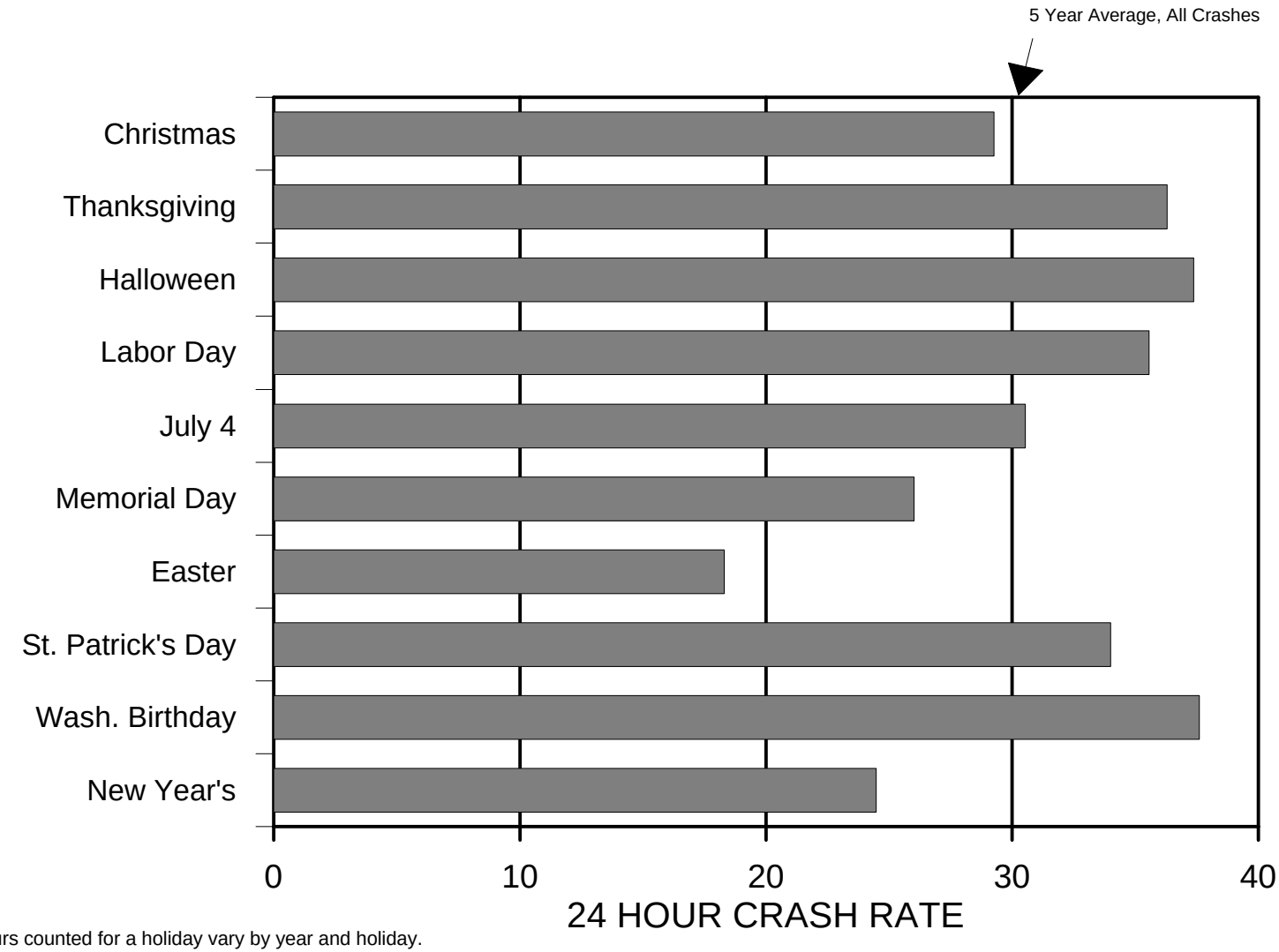
		CRASH TYPE											
		FATAL			INJURY			PROPERTY			TOTAL		
HOLIDAY	HOURS	N	%	RATE*	N	%	RATE*	N	%	RATE*	NUMBER	PERCENT	RATE*
New Year's	30	0	0.0%	0.00	12	30.8%	9.60	27	69.2%	21.60	39	100%	31.20
Washington's Birthday (observed)	24	1	3.2%	1.00	6	19.4%	6.00	24	77.4%	24.00	31	100%	31.00
St. Patrick's Day	24	0	0.0%	0.00	2	5.7%	2.00	33	94.3%	33.00	35	100%	35.00
Easter	54	0	0.0%	0.00	19	32.2%	8.44	40	67.8%	17.78	59	100%	26.22
Memorial Day	78	1	1.1%	0.31	21	23.1%	6.46	69	75.8%	21.23	91	100%	28.00
July 4	78	0	0.0%	0.00	34	31.2%	10.46	75	68.8%	23.08	109	100%	33.54
Labor Day	78	0	0.0%	0.00	24	32.4%	7.38	50	67.6%	15.38	74	100%	22.77
Halloween	24	0	0.0%	0.00	8	22.2%	8.00	28	77.8%	28.00	36	100%	36.00
Thanksgiving	120	0	0.0%	0.00	29	16.6%	5.80	146	83.4%	29.20	175	100%	35.00
Christmas	78	0	0.0%	0.00	12	13.8%	3.69	75	86.2%	23.08	87	100%	26.77
Average per holiday		0											
Holiday Total	588	2	0.3%	0.08	167	22.7%	6.82	567	77.0%	23.14	736	100%	30.04
Year Total	8,784	77	0.5%	0.21	3,048	20.9%	8.35	11,424	78.5%	31.30	14,549	100%	39.75

Note: Duration of the holiday period varies by year, holiday, and day of the week.
Holiday rates are often affected by weather conditions within the time period, which are not reflected in this table.
New Year's includes 24 hours at the beginning of the calendar year and 6 hours at the end of the calendar year.
* Rate per 24-hour period.

The 2006 average crash rate (30.04) during holiday periods was lower than the yearlong (39.75) but nearly the same as the 2005 holiday crash rate (30.57). Crash rates during Halloween, St. Patrick's Day, and Thanksgiving were the highest of holidays. The holiday fatal crash rate for 2006 (.08) a decrease from 2005 levels(.12), the injury holiday rate (6.82) was a slight increase from 2005 (6.57). The property crash rate (23.14) during holidays decreased slightly from the level level found in 2005 (23.88).

FIGURE 2.3: HOLIDAY CRASH RATES

5 YEAR AVERAGE, 2001 - 2006



Note: Hours counted for a holiday vary by year and holiday.
Weekends are counted when adjacent to the holiday.

TABLE 2.11: CRASH TYPE BY MONTH, 2006

	CRASH TYPE							
	FATAL		INJURY		PROPERTY		TOTAL	
MONTH	NUMBER	%	NUMBER	%	NUMBER	%	NUMBER	%
January	7	9.1%	287	9.4%	1,261	11.0%	1,555	10.7%
February	4	5.2%	261	8.6%	1,030	9.0%	1,295	8.9%
March	10	13.0%	237	7.8%	851	7.4%	1,098	7.5%
April	4	5.2%	194	6.4%	731	6.4%	929	6.4%
May	13	16.9%	233	7.6%	827	7.2%	1,073	7.4%
June	9	11.7%	272	8.9%	920	8.1%	1,201	8.3%
July	7	9.1%	293	9.6%	904	7.9%	1,204	8.3%
August	5	6.5%	269	8.8%	925	8.1%	1,199	8.2%
September	9	11.7%	244	8.0%	810	7.1%	1,063	7.3%
October	4	5.2%	230	7.5%	1,022	8.9%	1,256	8.6%
November	2	2.6%	211	6.9%	943	8.3%	1,156	7.9%
December	3	3.9%	317	10.4%	1,200	10.5%	1,520	10.4%
Average	6		254		952		1,212	
5 Year Avg	6		207		525		738	
Total	77	100%	3,048	100%	11,424	100%	14,549	100%

In 2006, May experienced the largest number of fatal crashes. March, September, amd June also experience high percentages of fatal crashes. December experiened the largest number of injury crashes, April the lowest number. The rest of the months were evenly distributed between 7-9%. Proportionally more property damage crashes occurred during the winter months of December and January during 2006.

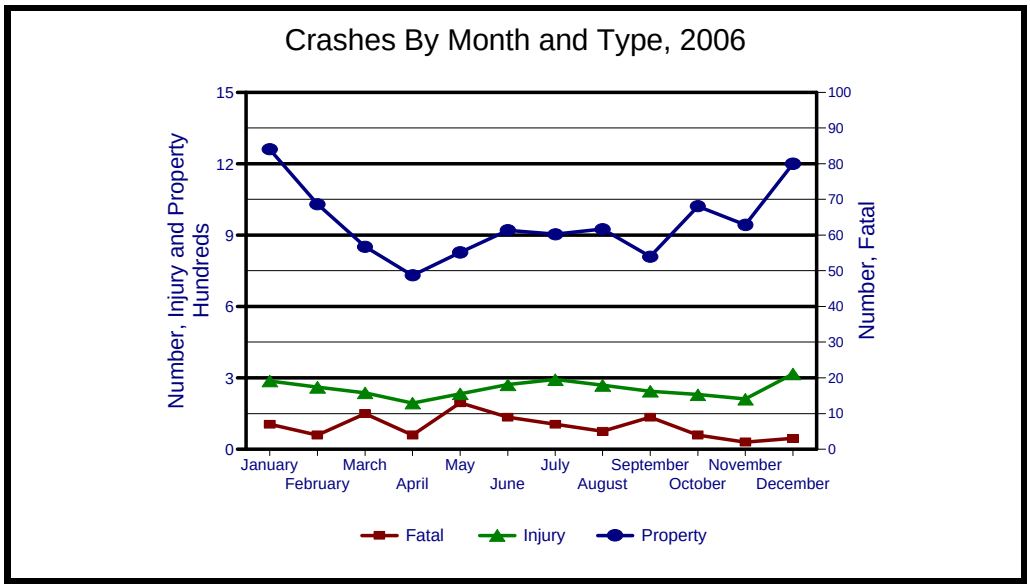


TABLE 2.12: DAY OF WEEK BY CRASH TYPE, 2006

DAY OF WEEK	CRASH TYPE FATAL N	FATAL %	INJURY N	INJURY %	PROPERTY N	PROPERTY %	TOTAL NUMBER	TOTAL PERCENT
Sunday	13	16.9%	382	12.5%	1169	10.2%	1,564	10.7%
Monday	10	13.0%	420	13.8%	1681	14.7%	2,111	14.5%
Tuesday	13	16.9%	392	12.9%	1598	14.0%	2,003	13.8%
Wednesday	7	9.1%	415	13.6%	1650	14.4%	2,072	14.2%
Thursday	12	15.6%	451	14.8%	1800	15.8%	2,263	15.6%
Friday	5	6.5%	524	17.2%	2045	17.9%	2,574	17.7%
Saturday	17	22.1%	464	15.2%	1481	13.0%	1,962	13.5%
Total	77	100%	3,048	100%	11,424	100%	14,549	100%
Average	11		435		1,632		2,078	

Note: Crashes with unknown data are excluded from the table.

Fatal crashes most often occurred on Saturdays (22.1.%) followed by Sundays and Tuesdays (16.9) in 2006. The highest number (17.2%) of injury crashes happened on Fridays, followed by Saturdays (15.2) while other days of the week were more evenly distributed. The highest percent of property damage crashes occurred on Fridays while the lowest was observed on Sundays, which has been the case in past years.

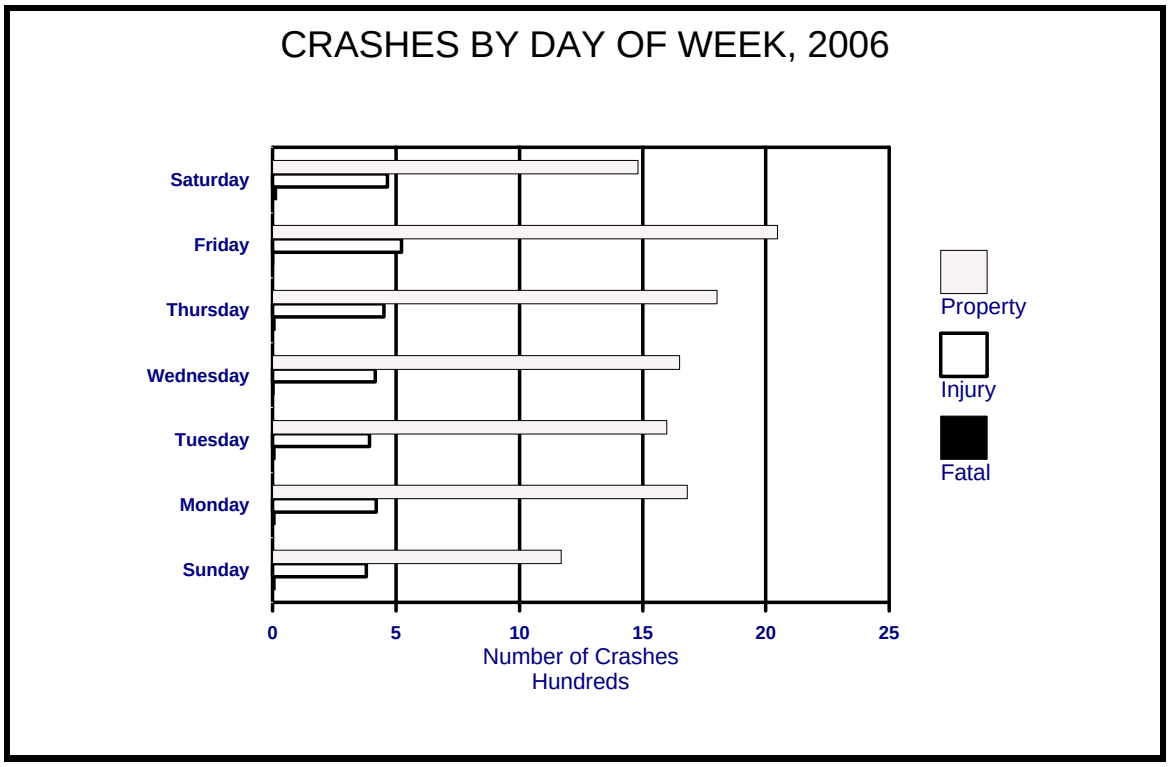


TABLE 2.13: TIME OF DAY BY DAY OF WEEK, 2006

	Day of Week															
	Monday		Tuesday		Wednesday		Thursday		Friday		Saturday		Sunday		Total	
Time of day	N	Crashes Per Hr.	N	Crashes Per Hr.	N	Crashes Per Hr.	N	Crashes Per Hr.	N	Crashes Per Hr.	N	Crashes Per Hr.	N	Crashes Per Hr.	N	Crashes Per Hr.
Early morning (2-6 am)	70	17.5	47	11.8	49	12.3	66	16.5	66	16.5	116	29.0	109	27.3	523	130.8
Morning (6-10 am)	406	101.5	375	93.8	422	105.5	402	100.5	396	99.0	278	69.5	171	42.8	2,450	612.5
Midday (10 am-2 pm)	533	133.3	477	119.3	485	121.3	575	143.8	658	164.5	618	154.5	389	97.3	3,735	933.8
Afternoon (2-6 pm)	701	175.3	717	179.3	669	167.3	733	183.3	857	214.3	500	125.0	460	115.0	4,637	1159.3
Evening (6-10 pm)	270	67.5	260	65.0	305	76.3	339	84.8	385	96.3	257	64.3	278	69.5	2,094	523.5
Night (10 pm-2 am)	115	28.8	112	28.0	126	31.5	132	33.0	197	49.3	185	46.3	148	37.0	1,015	253.8
Total	2,095	87.3	1,988	82.8	2,056	85.7	2,247	93.6	2,559	106.6	1,954	81.4	1,555	64.8	14,454	602.3

The highest number of crashes per hour (214.3) occurred on Friday between the hours of 2-6 pm while the lowest number (11.8) was found in the early morning hours between 2-6 am on Tuesday and Wednesday.

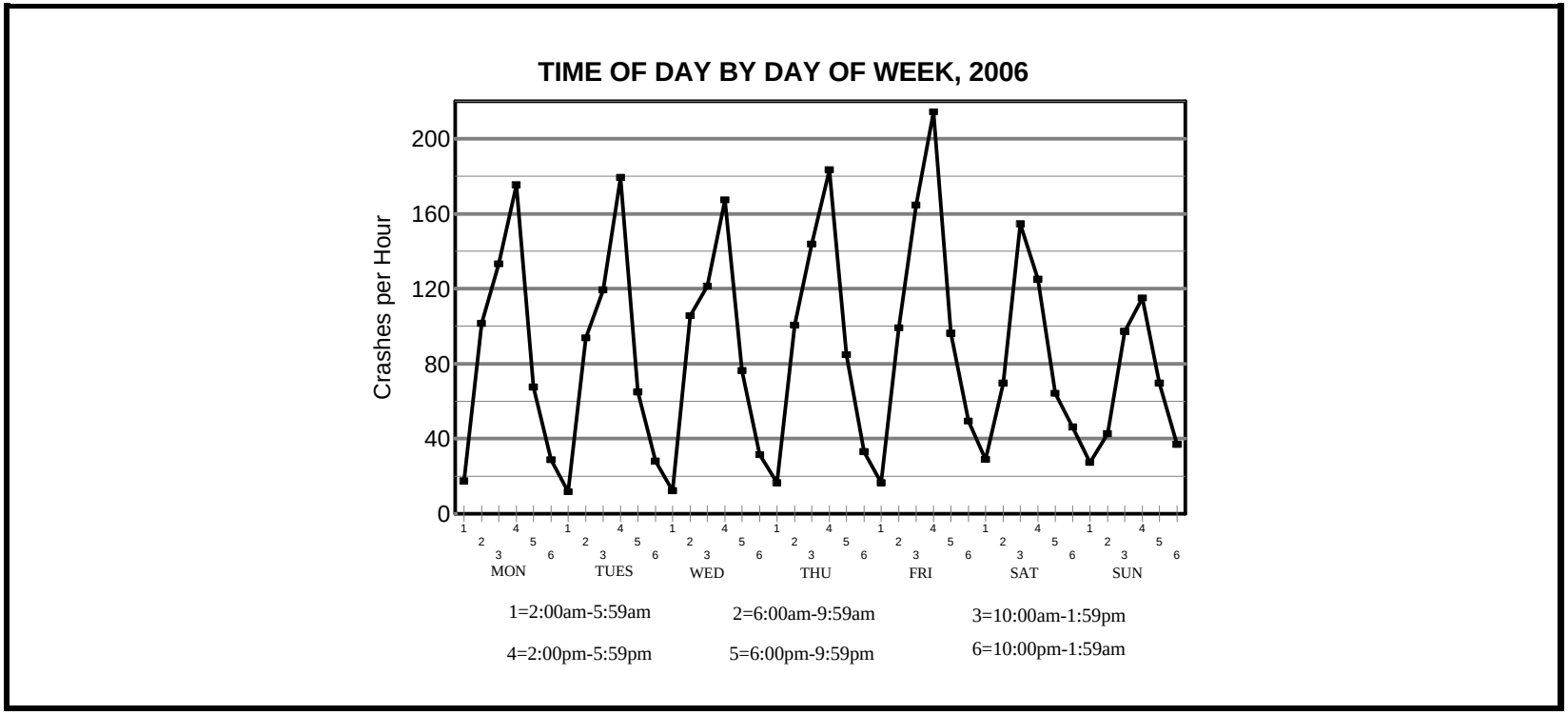


TABLE 2.14: TIME OF DAY BY CRASH TYPE, 2006

	CRASH TYPE									TOTAL	
	FATAL			INJURY			PROPERTY				
TIME OF DAY	N	%	RATE PER HOUR	N	%	RATE PER HOUR	N	%	RATE PER HOUR	N	%
Early morning (2-6 am)	8	10.4%	2.0	147	4.8%	36.8	368	3.2%	92.0	523	3.6%
Morning (6-10 am)	7	9.1%	1.8	497	16.3%	124.3	1,946	17.2%	486.5	2,450	17.0%
Midday (10 am-2 pm)	15	19.5%	3.8	682	22.4%	170.5	3,038	26.8%	759.5	3,735	25.8%
Afternoon (2-6 pm)	25	32.5%	6.3	945	31.1%	236.3	3,667	32.3%	916.8	4,637	32.1%
Evening (6-10 pm)	13	16.9%	3.3	500	16.4%	125.0	1,581	13.9%	395.3	2,094	14.5%
Night (10 pm-2 am)	9	11.7%	2.3	269	8.8%	67.3	737	6.5%	184.3	1,015	7.0%
Total	77	100%	3.2	3,040	100%	126.7	11,337	100%	472.4	14,454	100%

More than half of all fatal, injury and property crashes occurred between 10:00 am and 6:00 pm. A proportionally high number of fatal crashes also occurred in the evening hours from 6-10 pm.

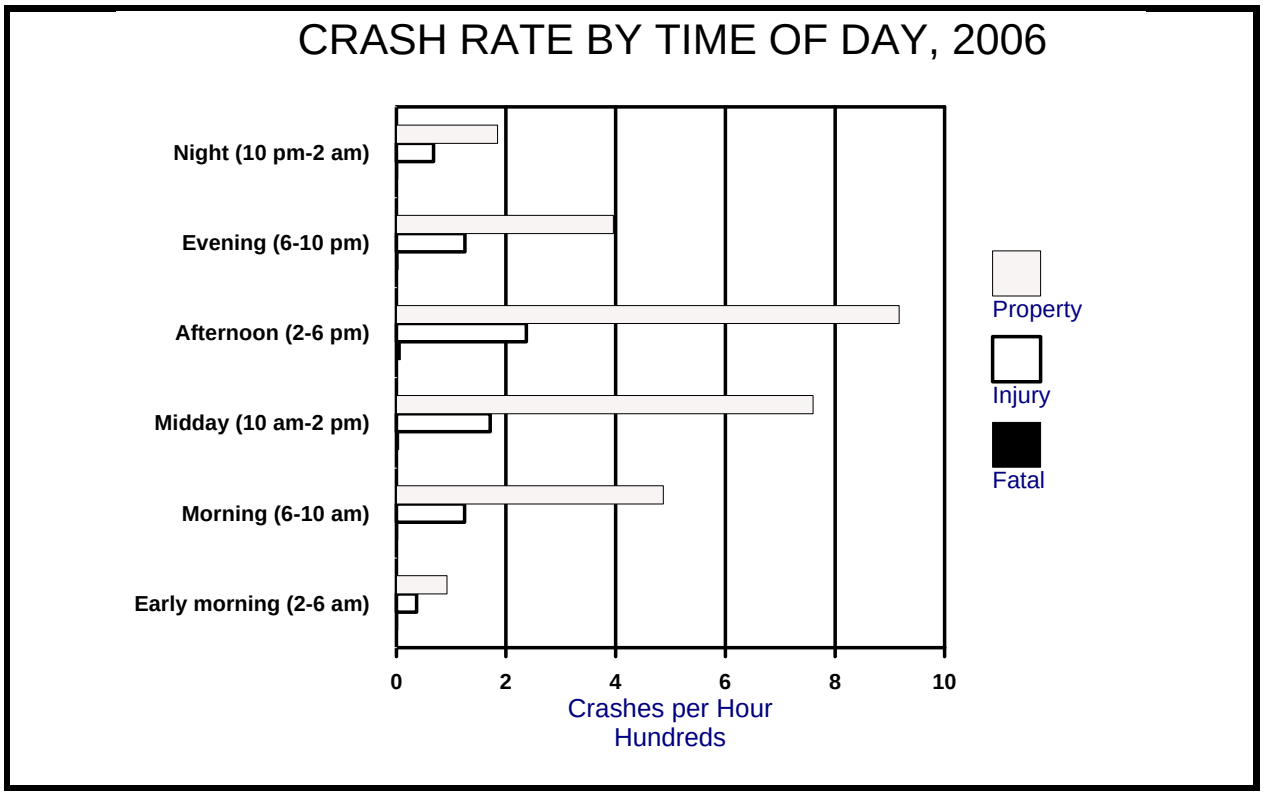


FIGURE 2.4: INJURY CRASHES BY DAY, 2006

5 day moving average

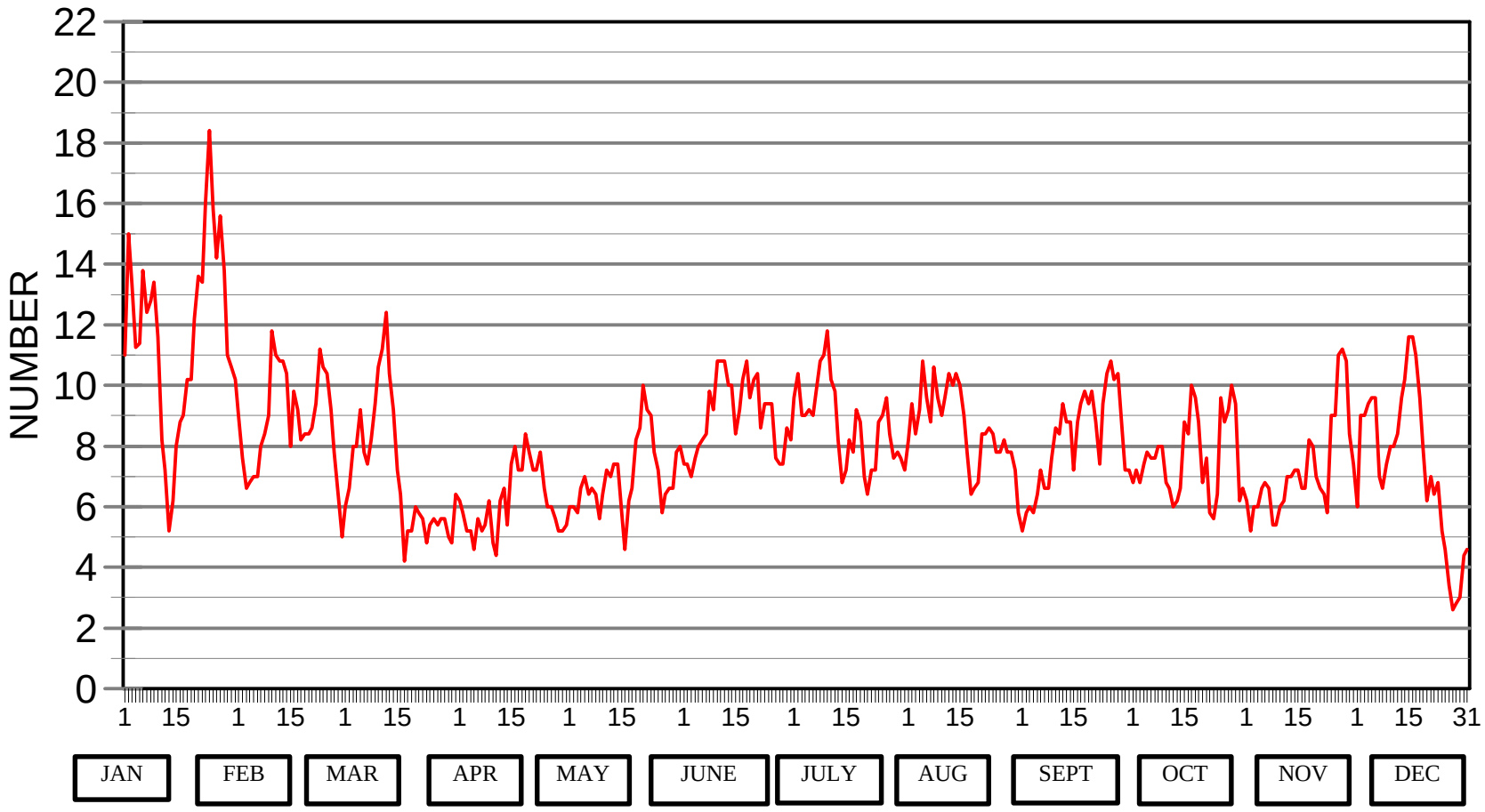


TABLE 2.15: WEATHER CONDITION BY CRASH TYPE, 2006

	CRASH TYPE						
	FATAL		INJURY		PROPERTY		TOTAL
WEATHER	CRASHES	PERSONS KILLED	CRASHES	PERSONS INJURED	CRASHES	PERSONS INVOLVED	CRASHES
Clear	38	41	1,527	2,040	5,652	14,851	7,217
Rain	9	9	323	426	1,096	2,918	1,428
Snow	5	6	272	384	844	2,285	1,121
Fog, smog, smoke	0	0	47	62	89	226	136
Sleet, hail, freezing rain	2	3	48	59	141	327	191
Cloudy	23	28	779	1,103	2,904	7,664	3,706
Other & Unknown	0	0	52	70	698	1,161	750
TOTAL	77	87	3,048	4,144	11,424	29,432	14,549

The majority of all crashes occurred under either clear (49.6%) or cloudy (25.4%) weather conditions with no precipitation. Around eight percent of the 2006 crashes occurred when it was snowing.

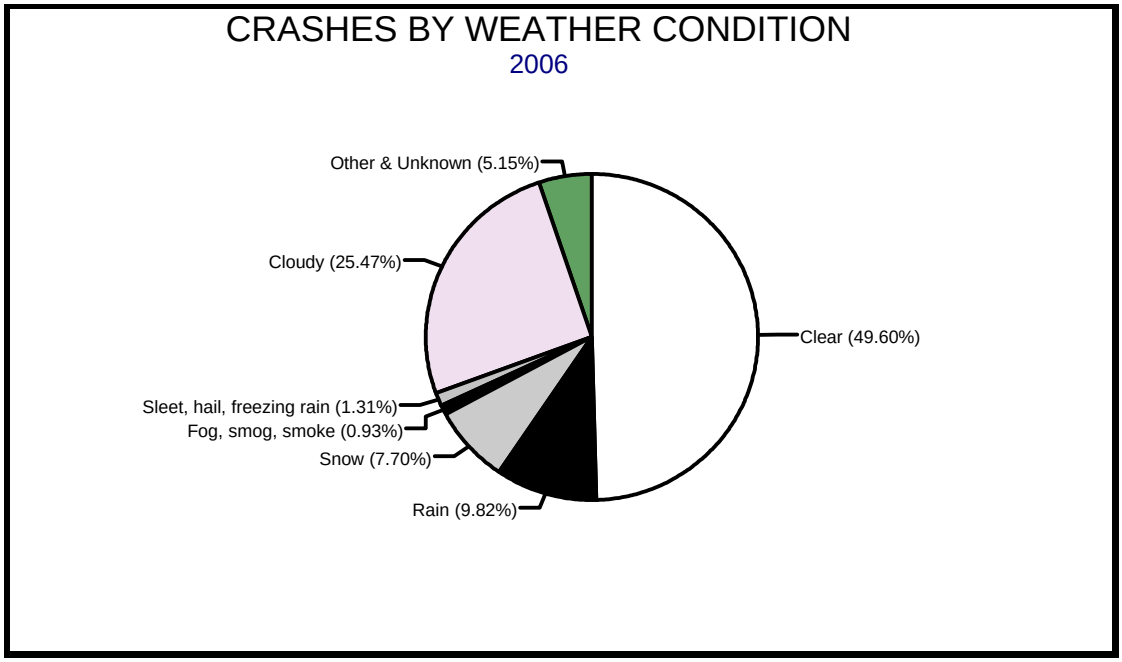


TABLE 2.16: ROAD SURFACE CONDITION BY CRASH TYPE, 2006

SURFACE CONDITION	CRASH TYPE: FATAL CRASHES	FATAL PERSONS KILLED	INJURY CRASHES	INJURY PERSONS INJURED	PROPERTY CRASHES	PROPERTY PERSONS INVOLVED	TOTAL CRASHES
Dry	49	53	1,873	2,541	7,070	18,733	8,992
Wet	16	19	523	726	1,919	5,113	2,458
Snow/ice/slush	8	10	508	690	1,634	4,054	2,150
Sand/mud/gravel/dirt	2	3	63	76	123	306	188
Water(Standing, Moving)	1	1	21	26	52	131	74
Other & unknown	1	1	60	85	626	1,095	687
TOTAL	77	87	3,048	4,144	11,424	29,432	14,549

Thirty-two percent of all crashes reported in 2006 occurred on wet or snow/slush/ice covered roadways.

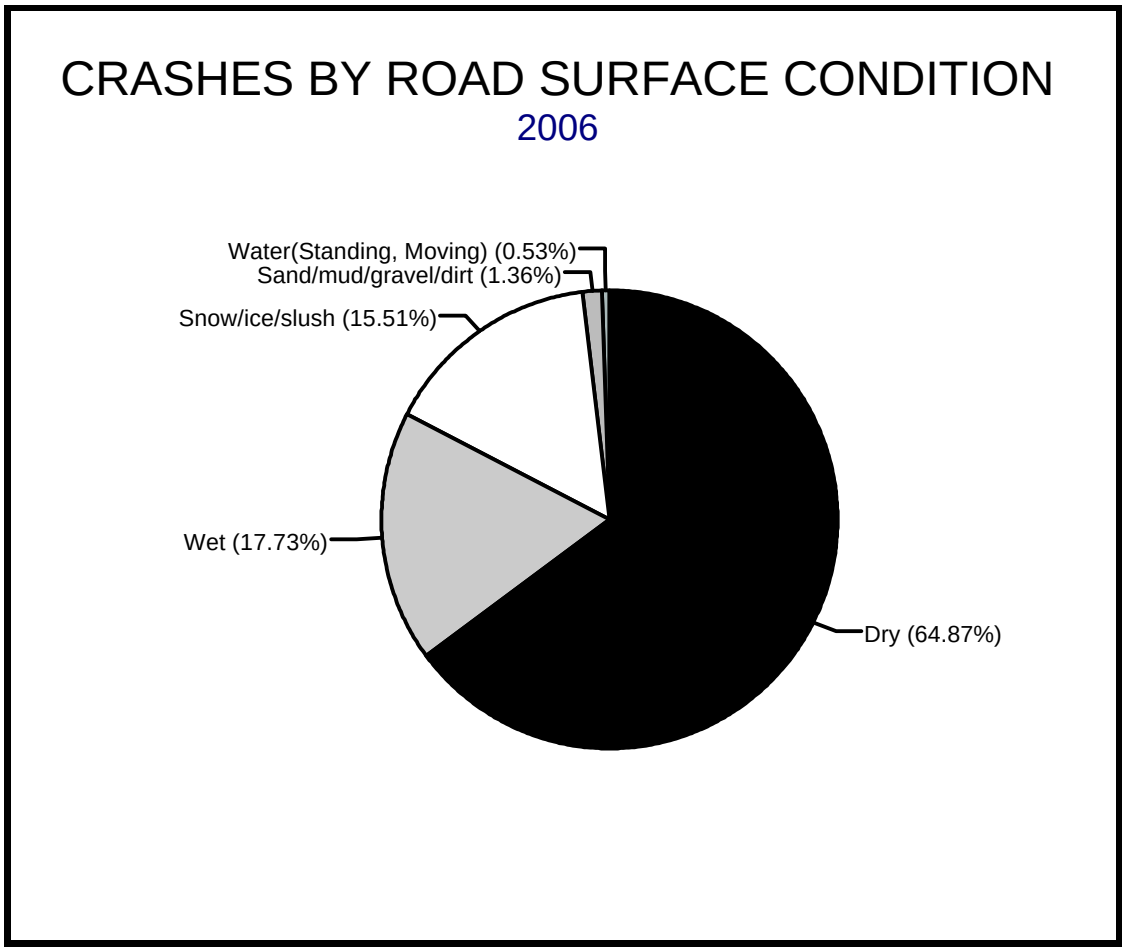


TABLE 2.17: SURFACE CONDITION BY LIGHTING CONDITION, 2006

SURFACE CONDITION	LIGHTING CONDITIONS						
	DAWN	DAY	DUSK	DARK	STREET LIGHTS	OTHER/ UNKNOWN	TOTAL
Dry	104	6,721	271	1,059	740	97	8,992
Wet	39	1,649	92	373	286	19	2,458
Snow/ice/slush	87	1,289	76	522	156	20	2,150
Sand/mud/gravel/dirt	3	118	6	52	6	3	188
Water(Standing,Moving)	1	57	3	7	5	1	74
Other & unknown	2	303	20	43	49	270	687
TOTAL	236	10,137	468	2,056	1,242	410	14,549

TABLE 2.18: WEATHER BY LIGHTING CONDITION, 2006

WEATHER	LIGHTING CONDITIONS						
	DAWN	DAY	DUSK	DARK	STREET LIGHTS	OTHER/ UNKNOWN	TOTAL
Clear	83	5,414	208	879	566	67	7,217
Rain	15	988	44	211	159	11	1,428
Snow	27	671	47	254	112	10	1,121
Fog, smog, smoke	28	43	4	53	6	2	136
Sleet, hail, freezing rain	11	87	7	74	11	1	191
Cloudy	71	2,643	129	514	324	25	3,706
Other & Unknown	1	291	29	71	64	294	750
TOTAL	236	10,137	468	2,056	1,242	410	14,549

TABLE 2.19: CRASH TYPE BY LIGHTING CONDITION, 2006

CRASH TYPE	LIGHTING CONDITIONS						
	DAWN	DAY	DUSK	DARK	STREET LIGHTS	OTHER/ UNKNOWN	TOTAL
Fatal	2	49	4	21	1	0	77
Injury	51	2,060	92	581	235	29	3,048
Property	183	8,028	372	1,454	1,006	381	11,424
TOTAL	236	10,137	468	2,056	1,242	410	14,549

TABLE 2.20: ROAD DESIGN BY CRASH TYPE, 2006

ROAD DESIGN	CRASH TYPE FATAL N	FATAL %	INJURY N	INJURY %	PROPERTY N	PROPERTY %	TOTAL N	TOTAL %
Main Road	64	83%	1,808	59%	5,087	45%	6,959	48%
Four-way intersection	2	3%	324	11%	1,267	11%	1,593	11%
T-intersection	7	9%	431	14%	1,383	12%	1,821	13%
Y-intersection	0	0%	68	2%	218	2%	286	2%
Traffic circle/roundabout	0	0%	7	0%	68	1%	75	1%
Five-point, or more	0	0%	5	0%	20	0%	25	0%
Ramp	0	0%	51	2%	225	2%	276	2%
Driveway	2	3%	127	4%	498	4%	627	4%
RR Crossing	0	0%	5	0%	19	0%	24	0%
Parking Lot	0	0%	71	2%	2,149	19%	2,220	15%
Other/Unknown	2	3%	151	5%	490	4%	643	4%
TOTAL	77	100%	3,048	100%	11,424	100%	14,549	100%

Most fatal crashes and just over half of all injury and property crashes occurred on main roads. The next most likely place for a crash was at an intersection. Driveway locations accounted for approximately 4% of injury and property crashes, nearly the same proportion as last year.

FIGURE 2.5: ROAD DESIGN BY CRASH TYPE 2006

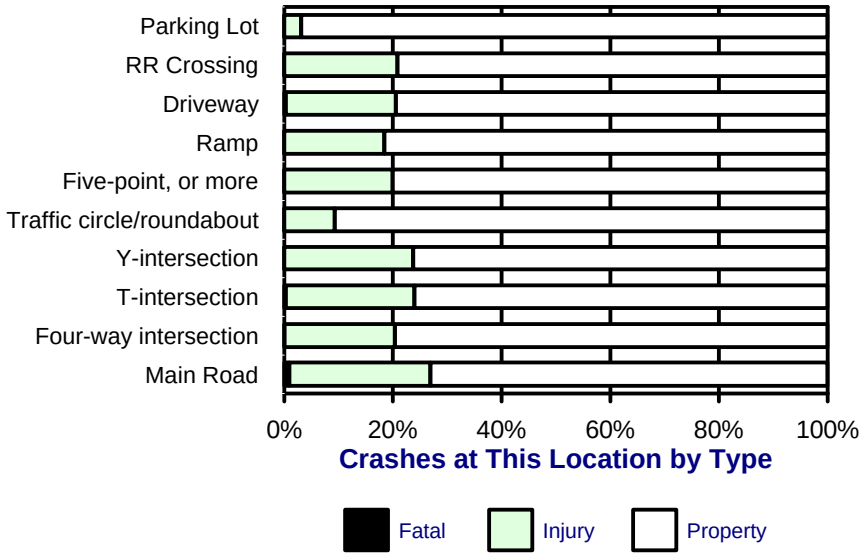


TABLE 2.21: ROAD CONDITION BY CRASH TYPE, 2006

	2005							
	FATAL		INJURY		PROPERTY		TOTAL	
ROAD CONDITION	N	%	N	%	N	%	N	%
Good Road	56	73%	2,165	71%	8,507	75%	10,728	74%
Wet, icy, snow, slush, etc.	15	19%	688	23%	1,933	17%	2,636	18%
Debris	0	0%	5	0%	16	0%	21	0%
Ruts, holes, bumps	1	1%	43	1%	59	1%	103	1%
Work zone	0	0%	10	0%	65	1%	75	1%
Obstruction in roadway	0	0%	10	0%	43	0%	53	0%
Shoulders	0	0%	18	1%	21	0%	39	0%
Other/Unknown	5	6%	108	4%	771	7%	884	6%
TOTAL	77	100%	3,047	100%	11,415	100%	14,539	100%

Relatively few crashes occurred on roadways under construction, damaged or obstructed by debris.

TABLE 2.22: TRAFFIC CONTROL BY CRASH TYPE, 2006

	2005							
	FATAL		INJURY		PROPERTY		TOTAL	
TRAFFIC CONTROL	N	%	N	%	N	%	N	%
None	57	74%	2,110	69%	8,126	71%	10,293	71%
Stop signs on cross street only	7	9%	251	8%	754	7%	1,012	7%
Stop signs on mainline only	0	0%	18	1%	60	1%	78	1%
All-way stop signs	0	0%	15	0%	116	1%	131	1%
All-way flasher (red on cross street)	0	0%	20	1%	49	0%	69	0%
All-way flasher (red on mainline)	0	0%	4	0%	12	0%	16	0%
All-way flasher (red on all)	0	0%	6	0%	18	0%	24	0%
Yield signs on cross street only	0	0%	10	0%	76	1%	86	1%
Yield signs on mainline only	0	0%	9	0%	40	0%	49	0%
Traffic Signal (normal operation)	0	0%	254	8%	1,198	10%	1,452	10%
Traffic signal (flashing)	0	0%	14	0%	32	0%	46	0%
Officer	0	0%	2	0%	23	0%	25	0%
Flagman	0	0%	4	0%	24	0%	28	0%
Other/Unknown	13	17%	331	11%	896	8%	1,240	9%
TOTAL	77	100%	3,048	100%	11,424	100%	14,549	100%